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AADT: (Average Annual Daily Traffic) This designation indicates that the daily traffic is averaged over one calendar year.

Access Control (or Controlled Access): The condition where the right to access of owners or occupants or other persons of abutting land in connection with a highway is fully or partially controlled by public authority. Also, see Classification of Roads

CMS: (Changeable Message Sign) A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane Conventional Highway.
- **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane Expressway (note: 2 lane Expressways are not common).
- **Freeway (F):** A divided highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane Freeway.
- **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Contract Phasing:

- **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see V/C.

Facility:

- **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 20 year planning period given financial, environmental, planning and engineering factors.
- **Present Facility:** Highway type and general characteristics at the time of the development of the TCR.

FTIP: See Project Programming

ITMS: (Intermodal Transportation Management System) A performance-based decision support system operating on a personal computer which allows alternatives analysis using performance measures. It has intermodal system elements for freight and person movements using a spatial and attribute database associating transportation systems under existing and forecasted conditions. It provides a new intermodal planning tool with a common Statewide data set for transportation planners.

ITS: (Intelligent Transportation Systems) ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure through the application of communications, computing, information, and other “high technologies.”

ITSP: (Interregional Transportation Strategic Plan) The ITSP is a document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

KP: (Kilo Post) See Post Mile

Lifeline Routes: See Route Designations

LOS: (Level of Service) A general term that describes the operating conditions a driver will experience while driving in a particular facility. LOS is determined by the vehicle delay and volume/capacity (v/c) ratio and expressed by a series of letter grades from A, (low v/c ratio and delay, no impediments) through E (high v/c ratio and delay, considerable impediments to traffic flow), and F (extremely high v/c ratio and delay, gridlock conditions).

MIS: (Major Investment Study) When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, major investment (corridor or sub-area) studies are undertaken to develop or refine the plan and lead to decisions by the Metropolitan Planning Organization (MPO), in cooperation with participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to more than one mode of travel such as bicycle, private vehicle, bus, light rail, etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Types of Structures

PM: (Mile Post Marker, Postmile) or KP (Kilo Post) An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements), that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. South-north routes usually have an odd number and west-east routes usually have an even number. The PM also includes an abbreviation for the County (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera).

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process which sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal Improvement Plans, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP, etc.

- **FTIP:** (Federal Transportation Improvement Program) A Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies and transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs also include Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).
- **ITIP:** (Interregional Transportation Improvement Program) The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).
- **PSR:** (Project Study Report) A pre-programming document required for project inclusion in the STIP.
- **PSSR:** (Project Scope Summary Report) An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used for rehabilitation and safety type projects on State highways.
- **RTIP:** (Regional Transportation Improvement Program) After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.
- **SHOPP:** (State Highway Operation Protection Program) The SHOPP is a four year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects to add through lanes to increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas.
- **STIP:** (State Transportation Improvement Program) Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from 25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.

ROW: (Right-of-Way) Denotes the *total* width allocated for a highway, including shoulders and adjacent land.

RCR: See TCR

Route Designations: Identifies whether or not the subject segment of a route is designated as being part of a system including; Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN), Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).

- **Freeway/Expressway System:** A freeway, as defined by statute, is a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access. This statutory definition also includes expressways.
- **IRRS:** (Interregional Road System) Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.
- **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.
- **NHS:** (National Highway System) The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities and other major travel destinations; meet National defense requirements and serve interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.
- **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network, Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.
- **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities.
- **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and

Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Such regulations may already exist in various portions of local codes. The application for nominating *Eligible* scenic highways to become Officially Designated requires the preparation of a visual assessment and a resolution package. The resolution package is to include a resolution of intent, two maps, a video, and a narrative description of the scenic elements in the corridor, including intrusions on scenic views. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.

- **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.
- **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that is a key deterrent in U.S. strategic policy. It provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war. It is about 61,000 miles, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET connectors (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. These routes are typically used when moving personnel and equipment during a mobilization or deployment. Generally, these routes end at the port boundary or installation gate.
- **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow STAA trucks to (1) travel between NN routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.

RTIP: See Project Programming

RTP: (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency. The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

- **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected

officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems which do not recognize jurisdictional boundaries.

R/U: (Rural or Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Types of Structures

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

STIP: See Project Programming

STRAHNET: See Route Designation

TCR: (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated \$4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, intermodal connectivity, completely fund some projects and make investments in transit and rail within the State.

Types of Structures:

- **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road.
- **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- **Undercrossing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- **Underpass:** A configuration where the State highway crosses below the grade of a railroad line.

Undercrossing: See Types of Structures

Underpass: See Types of Structures

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.

Local Jurisdictions - RTPAs/MPOs

Council of Fresno County Governments (COFCG)
2100 Tulare St., Suite 619
Fresno, CA 93721
(559) 233-4148

Tulare County Associate of Governments (TCAG)
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93227
(559) 733-6291

King County Association of Governments (KCAG)
1400 West Lacey Blvd.
Hanford, CA 93230
(559) 582-3211

Air Quality District:

San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Ave
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley

Air Basin Determination:

Severe non-attainment for ozone and serious for PM10. Contact the Air District for more information.

Transit Services:

For inquiries on transit services, please contact the respective RTPA/MPO (as shown above) for more information. Also, Please refer to the Segment Facts sheet in this report under Transit Services for various transit services.

Traffic Accident Data:

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

Sources of Information:**All Segments:**

Traffic Congestion Relief Program, 2000
State Transportation Improvement Program (STIP),
1998, 2000, 2002
State Highway Operations and Protection Program
(SHOPP), 1998, 2000, 2001

Interregional Improvement Track-Interregional
Road System Plan (ITSP), 2000
Interregional Transportation Improvement
Plan (ITSP), 1990, 1996

Specific Sources by County:**Kings County:**

Kings County General Plan, 1993
Kings County Regional Transportation Plan, 2001
Intelligent Transportation System Early Deployment
Plan (Kings Region), 2001

Tulare County:

Tulare County General Plan, 2000
TCAG Regional Transportation Plan, 1998

Fresno County:

Fresno County General Plan, 2000
Fresno County Regional Transportation
Plan, 2001
City of Coalinga General Plan, 1994